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YUGOSLAVIA HAS FEWER SHIPS THAN IN 1939;  
NEW CLASSIFICATION YARD IN OPERATION

NEW SHIPS BEING BUILT -- Rad, No 8, 10 Jan 50; Slovenski Porocvalec, No 307,  
1 Jan 50

While in 1939, the Yugoslav Merchant Marine owned vessels totaling 400,000 gross-registered tons, with the exception of sailboats, it owned vessels totaling only 130,000 gross-registered tons in 1946, 160,000 in 1947, over 180,000 in 1948, and over 200,000 in 1949, not counting the vessels under construction.

In addition to building four motor ships of 4,000 gross-registered tons each, namely the *Eagreb*, the *Skopje*, the *Sarajevo*, and the *Titograd*, the Yugoslav ship-building industry in 1949 repaired the transoceanic ships *Kornat*, *Hrvatstva*, *Dubrovnik* (all of these have several thousand gross-registered tons); the tanker *Jajce* with 6,000 gross-registered tons; the freighters *Uzice*, *Zuzemburg*, *Budva*; and the passenger ships *Dalmacija*, *Stalingrad*, *Herceg Novi*, *Bvar*, *Senj*, and *Krk*.

In Split the sunken passenger ships Prestolonaslednik Petar and Karadjordje will be repaired during 1950. When back in circulation, they will run on the rapid Rijeka-Dubrovnik line.

Several large Yugoslav ships are being constructed abroad. The motor ship Rijeka, being built in Rotterdam, will arrive in Rijeka at the end of March 1950. It has a capacity of 3,900 tons. The motor ships Pola and Zadar, which are of the same series as the Rijeka, will be completed during 1950. The Istra and the Dalmacija, which have about the same tonnage as the above ships, are being built in Norway. The 9,000-ton Makedonija, the former Victoria, will reach a Yugoslav port in mid-1950. The 9,000-ton ships Slovenija and Crna Gora, which will be the largest and most modern of Yugoslav transoceanic ships, will be completed in the beginning of the fall of 1950.

At Rijeka 3,600 meters of harbor were repaired and constructed within a period of 2 years [1948-1949], so that 20 large transoceanic ships can dock there simultaneously.

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## NEW SHIPS ON FIRST VOYAGE -- Borba, No 2, 3 Jan 50

On 31 December 1949, the newly-built transoceanic cargo motor ship Titograd with capacity of 4,000 tons, left Rijeka harbor on its maiden voyage. It was towed out of the harbor by the newly built tugboat Proleter. This was the tug's first assignment.

The "Treci Maj" Enterprise completed four new transoceanic cargo motor ships and three tugs in 1949. The enterprise also built a blast furnace in that year. In addition to these projects, the above enterprise also reconditioned the tanker Jajce, enlarged a large floating dock and put it into operation, and built several barges for the transportation of gravel and cement.

In the port of Apatin on the Sava River, the new tugboat Kopaonik has been completed. It began its maiden voyage on 31 December 1949. The tug, 44 meters long and 7.60 meters wide, is equipped with two Diesel engines with a combined strength of 680 horsepower. It weighs 325 tons, and travels upstream at 17 kilometers per hour and downstream at 24 kilometers per hour. The boat is equipped with facilities for lowering and lifting small boats. It is expected to tow 500 freight cars.

## SHIPS SALVAGED -- Slovenski Porocevalec, No 4, 5 Jan 50

On 26 December 1949, the "Brodospas" Enterprise salvaged the ship Beograd in Zadar harbor. Like the Brundisium and the Locchi, which also were salvaged recently, the Beograd will be repaired and used by the Yugoslav merchant marine. The following ships have been salvaged for scrap iron and other materials: Potestas, T. Matkovic, San Luigi, Marco, Mercurio, and Cagliari. The Rex and the San Gigi are being dismantled for scrap iron. Salvage work on the passenger ships Prestolonasljednik Petar and Karadjordje began recently.

## CLASSIFICATION YARD TO RELIEVE CONGESTION -- Slovenski Porocevalec, No 303, 27 Dec 49

Vinkovci, in Croatia, has a new classification yard to relieve the congestion of trains which come from six different directions: Belgrade, Zagreb, Osijek, Dalj, Zupanja, and Brcko.

It is estimated that in 1950 transportation in net ton-kilometers in Yugoslavia will be 2.5 times the prewar total. In 1939 the Vinkovci railroad dispatched 45,000 cars. In December 1948 it dispatched 75,000 cars, while in 1949 it dispatched 110,000 cars with more than 2 million tons of freight. The Vinkovci yard supplies more than 100 locomotives per day with fuel. At present one part of the new classification yard has been completed. It handles the incoming eastern trains from Belgrade, Novi Sad, Subotica, Osijek and Brcko, and dispatches them to the west, that is, to Slovonski Brod.

In 1950 the other part of the new classification yard will be completed. It will receive trains from the west and dispatch them to the east. For the construction of the entire classification yard 32 kilometers of track with 80 switches are needed. Before the construction of the classification yard, the classification of a train required 3 - 4 hours, while now the task can be completed in 20 minutes.

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